

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, July 9, 2009

Harbormaster's Office, Port of Richmond, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Chris Peterson** (M), Port of Oakland; **Ron Chamberlain** (M), Port of Benicia; **Aaron Golbus** (M), Port of San Francisco; **Margot Brown** (M), National Boating Federation; **Richard Nagasaki** (M), Chevron Shipping Company; **Marc Bayer** (M), Tesoro Refining & Marketing Company; **William Nickson** (A), Transmarine Navigation Corporation; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Marina V. Secchitano** (M), Inlandboatmen's Union; **Dan Massey** (A), Foss Maritime Company; **Capt. Fred Henning** (M), Baydelta Maritime; **Jennifer Kovacs** (M), San Francisco Baykeeper; **Pat Murphy** (M), Blue & Gold Fleet; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Capt. Paul Gugg**, United States Coast Guard (USCG); **Major Volkman**, United States Army Corps of Engineers (USACE); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC: **Carol Keiper** (A), Oikonos Ecosystem Knowledge; **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, (USACE); **Linda Scourtis** (A), BCDC; **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the June 11, 2009 minutes

A motion to accept the d minutes of June 11, 2009, was made, and seconded. The motion passed without discussion or dissent.

Comments by the Chair – Lundstrom

Lundstrom noted that the latest edition of *Where the heck is Collinsville?* was delivered by **Toledo** today. A brief discussion of the brochure: *Where the heck is Collinsville?* followed. **Wheaton** noted that the ferry routes were not on the brochure. It was noted that the brochure was approved for printing two years ago when the Ferry routes were not done. The routes are expected to be added in the next edition.

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The low sulphur fuel switching issue arose again. It was noted that a recent issue of the Pacific Maritime Magazine has an article on this that may be of interest. The Port of Long Beach and LA has had 7 incidents with this issue. These have been cases where one cannot get the maximum number of prop turns. This issue will be re-visited again in the September meeting and collaborative efforts with the California Air Resources Board (CARB) may be needed to discuss on the new regulations. The viscosity of fuel was also cited as being quite low and potentially causing this problem. An emergency session may be scheduled to discuss this issue further. **Lundstrom** concluded this discussion by stating that an analysis of what is happening both here and in LA and Long Beach may be necessary. It was decided to assign the low sulphur fuel switching issue to the Navigation Work Group to work collaboratively with CARB staff to set up a special meeting in a few weeks.

Coast Guard Report- Gugg

Gugg cited an interesting case that recently occurred: 23 seascouts were on board the Vessel Farallon when they hit something in the water. Despite the impact, the vessel was able to stay afloat and nobody was hurt or injured. The ferry Intintoli was of great assistance in this incident.

Gugg mentioned procedures and maintenance that could have been followed to mitigate situations to avoid propulsion failures from low sulphur fuel switching and alluded to the report on the case of the *Overseas Cleliamar*, which is still under investigation. He also introduced Jensen who then proceeded to give a brief report of her history with the Coast Guard. She read from a report attached to these minutes.

Captain Paul Gugg then spoke about general safety and security and reported two Rule 9 violations and three letters of violation. Additionally, according to the Incident Management Report, 40 barrels of oil had been spilled on land but there was no impact to the water.

US Army Corp of Engineers (COE) Report – **Major Volkman**

Per Colonel Farrell's request, an action plan was distributed and attached to the minutes. **Lawrence** read from a report attached to these minutes.

Clearing House Report – Steinbrugge

Steinbrugge read from a report that is attached to these minutes.

OSPR Report- Toledo

Toledo introduced Carol Keiper of Oikonos Ecosystem Knowledge who will be the alternate for Jennifer Kovecses, the Non-Profit Environmental Organization position. Toledo also advised that Michael O'Brien (not present) who is the facilities security officer for the Port of Oakland

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will be the alternate for Chris Peterson, Port of Oakland. It was noted that there is a upcoming vacancy for a Ferry Operator's position.

Toledo advised PORTS and Harbor Safety Committee contracts with the San Francisco Marine Exchange that had not yet been executed for 2009-2010 have been put on hold indefinitely for now. **Toledo** is checking how this will affect the San Francisco HSC and PORTS contracts. This has no impact on the port enhancement contract that was made part of 2008-2009 PORTS contract.

Toledo also reported that the OSPR Administrator had appeared before the Senate Committee, had passed, and that his nomination would now appear before the Senate.

NOAA Report- Wheaton

Wheaton introduced Allison Krep of NERS. **Wheaton** then spoke on the La Nino and El Nino weather patterns which have resulted in a warming trend in the waters on the coast of California. This might lead to some relief from the three years of below normal rainfall for California. Updates on the developing El Nino are available on the following website: <http://www.cpc.ncep.noaa.gov/products/precip/CWlink/MJO/enso.shtml>.

Eric Moore of NRT6 gave a brief presentation on the Hydro Survey completion to date. He explained the system the team had created to respond to navigationally significant events. The collection and processing of data are being used to update NOAA's nautical charts. Additionally, he discussed NRT6 equipment and capabilities, response capabilities, current projects, and future projects. In 2010, the NOAA plans to conduct surveying of the SF Bay Area projects, Monterey, Moss Landing, and Santa Cruz.

State Lands Commission Report – Chedsey

Chedsey read from a statistical report that is attached to these minutes.

Report on the June 25th Abandoned Boats Summit- Kovceses

Kovceses reported on the Abandoned Boats Summit. She noted that there were approximately 70 attendees from various organizations and groups at the summit. Presentations were done in 3 main categories. There was a broad overview of laws and regulations, a panel discussion, and key ideas were put forth. She spoke on the AB 166 effort to try to create a mechanism to prevent boat abandonment. Possible solutions discussed were: 1) increasing fines for boat abandonment, 2) creating a tool-kit for different local agencies to coordinate and work with the Coast Guard more effectively, and 3) a discussion of private marinas access to funds. The problem areas discussed in particular were Richardson Bay and the "nooks and crannies" of bays. Once more detailed information is posted on the water district website, the Marine Exchange will make it available to all interested parties.

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Work Group Reports

Tug Escort Work Group - Henning

Henning stated there was nothing to report.

Navigation Work Group - Horton

Horton stated there was nothing to report.

Ferry Operations Work Group - Murphy

Murphy made mention of ferry routing work group meeting to be scheduled soon.

Prevention through People Work Group – Brown

Brown mentioned the Collinsville Brochure again. A suggestion was made to make the brochure available electronically.

Dredge Issues Work Group - Bayer

Bayer noted he was planning to schedule a work group meeting soon.

PORTS Work Group - Amso

Amso was not present and had advised by e-mail there was nothing to report.

PORTS Report - Steinbrugge

Steinbrugge reported that the Oakland current sensor will be installed the following week and the batteries will be replaced in Richmond's current reader during the week. He advised the Richmond sensor would be off line for a short period while the work was performed. He also noted that the expansion program is moving along. A tide station will be put in at Amorco Dock tentatively later this year. The Pier 1 wind bird Station should be installed before the end of year.

Public Comment

Catherine Hooper advised how a friend on the USS NEW YORK had found an NOAA airgap sensor of great benefit at a bridge in Houston. Hooper felt air gap sensors are something the community might want to look into further. The Marine Bay Yacht Club made a comment on dredging of their entrance channel. **Korwatch** advised the Area Maritime Security Committee meeting is scheduled for 10am on July 14th would be held at a new location, San Francisco Pier 35. This would be a public meeting. Free parking would be available in the pier during the meeting.

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Old Business

There was no old business.

New Business

There was a proposal to add a new agenda item at the next meeting.

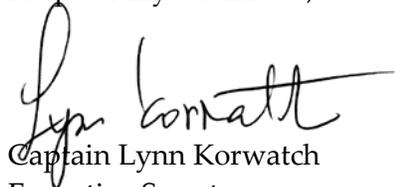
Next Meeting

Lundstrom said that the next meeting would convene at 10:00 on September 10th of 2009, at the Port of Oakland. She also noted that there will be no August meeting.

Adjournment

A motion to adjourn the meeting was made and seconded. It passed without discussion or dissent and Lundstrom adjourned the meeting at 11:35.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-09

PORT SAFETY CATEGORIES

TOTAL

| | |
|--|-----------|
| Total Port Safety (PS) Cases opened for the period: | 11 |
| 1. Total Number of Port State Control Detentions for period: | 1 |
| SOLAS (0), MARPOL (0), ISM (0), ISPS (1) | |
| 2. Total Number of COTP Orders for the period: | 0 |
| Navigation Safety (0), Port Safety & Security (0), ANOA (0) | |
| 3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), | 3 |
| Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (0) | |
| 4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: | 3 |
| Radar (0), Steering (0), Gyro (1), Echo sounder (0), AIS (2), AIS-835 (0) | |
| 5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: | 2 |
| 6. Significant Waterway events or Navigation related cases for the period: | 1 |
| 7. Maritime Safety Information Bulletins (MSIBs): MSIB 09-03 | 1 |

MARINE POLLUTION RESPONSE

TOTAL

| | |
|--|--------------|
| Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period | 26 |
| * Source Identification (Discharges and potential Discharges): | |
| TOTAL VESSELS | 10 |
| Commercial Vessels | 0 |
| Public Vessels (Military) | 3 |
| Commercial Fishing Vessels | 2 |
| Recreational Vessels | 5 |
| TOTAL FACILITIES | 13 |
| Regulated Waterfront Facilities | 2 |
| Other Land Sources | 11 |
| UNKNOWN/UNCONFIRMED | 3 |
| *Spill Information | |
| Pollution Cases Requiring Clean-up | 10 |
| Federally Funded Cases | 1 |
| Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category: | |
| 1. Spills < 10 gallons | 20 |
| 2. Spills 10 - 100 gallons | 3 |
| 3. Spills 100 - 1000 gallons | 0 |
| 4. Spills > 1000 gallons | 1 |
| 5. Spills - Unknown | 3 |
| Total Oil Discharge and/or Hazardous Material release volumes: | |
| 1. Estimated spill amount from Commercial Vessels: | 0 |
| 2. Estimated spill amount from Public Vessels: | 2.5 |
| 3. Estimated spill amount from Commercial Fishing Vessels: | 75 |
| 4. Estimated spill amount from Recreational Vessels: | 2.5 |
| 5. Estimated spill amount from Regulated Waterfront Facilities: | 0 |
| 6. Estimated spill amount from Other Land Sources: | 133.7 |
| 7. Estimated spill amount from Unknown sources: | 3.1 |
| Penalty Action: | |
| Civil Penalty Cases for Period | 0 |
| Notice of Violations (TKs) | 2 |
| Letters of Warning | 1 |

**** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES ****

*** A. MARINE CASUALTIES - PROPULSION / STEERING**

Marine Casualty- Loss of propulsion, allision, TUG GULF RELIANCE (6 June): Vsl lost STBD engine while docking at IMTT Richmond and allided with the pier, breaking 4 pilings. The port engine was started and regained propulsion. Vsl docked, fueled, and awaited inspection/investigation. Coast Guard marine investigators attended, and drug and alcohol testing was conducted with negative results. Vsl lost propulsion due to loss of lube oil pressure. Case Closed.

Marine Casualty- Allision , TUG DELTA BILLIE (16 June): Vsl allided while towing the TUG RESOLUTE alongside in the vicinity of a floating dock off of Pier 9 in San Francisco. Vsl allided with the ferry M/V ROYAL STAR which was moored to the floating dock. Case Pending, drug and alcohol screening was conducted.

Marine Casualty- Allision, M/V MORNING MERMAID (19 June): While mooring at Richmond Berth #8, vsl allided with section of pier that was not fendered. The vsl reported a 6' by 6' hole in the STBD quarter, 9-15 ft above the waterline. No oil reported in the water. CG Investigators and Port State Control Officers boarded the vessel to conducted an investigation and a port state control examination, no major discrepancies found. COTP order placed on vsl to hold at berth until a complete damage assessment was conducted. On June 22nd, CG received damage assessment and "completion of repair" report and COTP order was lifted. Case Closed.

*** B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS**

Marine Casualty- Firefighting Procedures, T/V Lisca Bianca M (08 June): While undergoing a Port State Control inspection, the crew of the vsl failed three consecutive fire drills, and a COTP order was issued to detain the vsl. On June 9th, crew of vsl passed fire drill, COTP order was lifted. Case Closed

*** C. COAST GUARD - GENERAL SAFETY/SECURITY CASES**

Port Safety - Rule 9 Violation, S/V YOUNGSTER (10 June): VTS reported a Rule 9 violation by YOUNGSTER near Harding Rock. Station Golden Gate sent a 25 ft. small boat to find vsl with negative results. Upon further investigation, actual Rule 10 violation. Pursuing issuance of Letter of Warning to Master of vsl. Case Pending.

Port Safety - Rule 9 Violation, S/V ZIM (17 June): VTS reported a Rule 9 violation by ZIM in narrow channel abeam of APL docks 60-63. Master of vsl issued a Letter of Warning. Case Closed.

*** D. COAST GUARD - NAVIGATIONAL SAFETY**

Navigation Safety - LOD AIS, M/V APALIS ARROW (07 June): Vsl was issued an inbound LOD for a malfunctioning AIS. On June 9th, a tech report was received stating that the AIS was functioning properly and the LOD was lifted. Case Closed.

Navigation Safety - LOD AIS, M/V YASA AYSEN (13 June): Vsl was granted an inbound LOD for a malfunctioning AIS. On June 17th, a tech report was received stating that the AIS was functioning properly and the LOD was lifted. Case Closed.

Navigation Safety - LOD GYROCOMPASS, T/V ENERGY CHANCELLOR (20 June): Vsl was issued an inbound LOD for a malfunctioning gyrocompass. On June 22nd, a tech report was received stating that the gyrocompass was functioning properly and the LOD was lifted. Case Closed.

Navigation Safety - ALLISION, TRAINING VESSEL FARALLON (30 June) (Sea Scouts): Vsl struck a submerged object and began taking on water. Two CG stations and the ferry Intintoli were called to assist in the offload of 29 personnel. Ferry Intintoli received all personnel and transferred them to the Vallejo Ferry Terminal. Vsl was escorted to Vallejo where it will be berthed until it is escorted to Bay Ship and Yacht for inspection and repairs.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:

Incident Management -- Pipeline Leak, Chevron Richmond Refinery (30 June): The Chevron Refinery reported a 40-barrel leak of propylene tetramer due to a fault in a pipeline flange. The line was blocked preventing further leaking and firefighting foam was applied to the affected area. This was a land-only discharge within the refinery and did not affect any offsite area. No enforcement action taken due to no water impact. Case mentioned due to the significant quantity.

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

None

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 9, 2009**

1. CORPS FY 2009 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel** – Dredging is completed. Scheduled to be surveyed toward the end of July. The schedule has been pushed back due to the survey boat being fitted with a multi-beam array.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW.
- c. **Richmond Inner Harbor** – Currently being dredged to -38 feet MLLW. Scheduled to be completed in August.
- d. **Oakland O & M Dredging** –Bids opened May 11 for dredging due to begin this July. No change.
- e. **Suisun Bay Channel** – Dredging is now scheduled to begin in September due to issues regarding a disposal site. Bullshead Shoal emergency dredging was completed as scheduled.
- f. **Pinole Shoal** - Dredging has been completed to -35 feet MLLW. Post-dredge surveys are underway. Advanced maintenance of up to two additional feet as part of the stimulus package will be conducted as an add-on to the Suisun Bay Channel contract.
- g. **Redwood City/San Bruno Shoal** – The Corps plans to dredge 100,000 cubic yards of material this September. Disposal is to be at Bair Island. No change.

2. DEBRIS REMOVAL - The debris totals for June: 37 tons total; Raccoon - 23 tons in just a few days work (one large old ferry fendering system 20 tons); Grizzly - 9 tons; SafeBoat - 5 tons.

| | Grizzly | Raccoon | Other | Total | | | | | | |
|-----------|---------|---------|-------|-------|--|--|--|--|--|--|
| July | 0.00 | 10 | | 10 | | | | | | |
| August | 0.00 | 11 | | 11 | | | | | | |
| September | | 26 | | 26 | | | | | | |
| October | 20.50 | 6 | | 27 | | | | | | |
| November | | 5 | | 5 | | | | | | |
| December | | 12 | | 12 | | | | | | |
| Jan. 2009 | 25 | 15 | 5 | 45 | | | | | | |
| Feb. 2009 | 2 | 8 | 2 | 12 | | | | | | |
| March | 26 | 25 | | 51 | | | | | | |
| April | 11 | 15 | | 26 | | | | | | |
| May | 4.5 | 12 | | 17 | | | | | | |
| June | 9 | 23 | 5 | 37 | | | | | | |
| Totals | 97.00 | 168.00 | 12.00 | 279 | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project – The Outer Harbor deepening has been completed. The Inner Harbor deepening is still on-going and is scheduled to be completed this fiscal year. A survey of the Outer Harbor is scheduled for the week of June 22, 2009. **No change.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. This project is moving forward. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** FY 2008 money will be carried over to FY 2009 and used for continued testing and disposal site evaluation. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys.

<http://www.spn.usace.army.mil/hydrosurvey/>

Main Ship Channel: Survey completed in January 2009 has been posted.

Pinole Shoal: Condition surveys completed in March 2009 have been posted.

Suisun Bay Channel, New York Slough: Surveys completed in March 2009 have been posted.

Bull's Head Channel: **June 12, 2009 survey has been posted (post-dredge survey to -35 MLLW).**

Redwood City: Survey completed in May 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

Oakland Entrance Channel and Inner Harbor: Surveys completed in March 2009 have been posted.

Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in March 2009 have been posted.

Oakland Outer Harbor: Surveys completed in March 2009 have been posted.

Southampton Shoal and Richmond Long Wharf: Surveys completed in January 2009 have been posted.

Richmond Inner Harbor: **Surveys completed in May 2009 have been posted.**

North Ship Channel: Surveys completed April 2009 have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.

Larkspur Ferry Terminal: Surveys completed in July 2008 have been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez) and SF-10 (San Pablo Bay) January 2009 surveys have been posted.

SF-11 (Alcatraz): The July 2009 survey has been posted. This survey indicates the depth on the south side of the disposal site is now at -30.8 feet MLLW (-30.4 in June); indicating continuing dispersion of sediment.



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

July 9, 2009

-  In June the clearinghouse did not call OSPR regarding any possible escort violations.
-  In June the clearinghouse did not receive any notifications of any vessels arriving at the Pilot Station without escort paperwork.
-  The Clearinghouse has contacted OSPR 5 times 2009 about possible escort violations. The Clearinghouse called 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
-  In June there were 106 tank vessels arrivals; 8 Chemical Tankers, 14 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 22 Product Tankers, and 39 tugs with barges.
-  In June there were 300 total arrivals.

San Francisco Bay Clearinghouse Report For June 2009

San Francisco Bay Region Totals

| | | | <u>2008</u> | |
|--|-----|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 67 | | 68 | |
| Barge arrivals to San Francisco Bay | 39 | | 34 | |
| Total Tanker and Barge Arrivals | 106 | | 102 | |
| Tank ship movements & escorted barge movements | 336 | | 285 | |
| Tank ship movements | 193 | 57.44% | 211 | 74.04% |
| Escorted tank ship movements | 89 | 26.49% | 104 | 36.49% |
| Unescorted tank ship movements | 104 | 30.95% | 107 | 37.54% |
| Tank barge movements | 143 | 42.56% | 74 | 25.96% |
| Escorted tank barge movements | 61 | 18.15% | 31 | 10.88% |
| Unescorted tank barge movements | 82 | 24.40% | 43 | 15.09% |

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 208 | | 319 | | 0 | | 142 | | 669 | |
| Unescorted movements | 104 | 50.00% | 176 | 55.17% | 0 | 0.00% | 67 | 47.18% | 347 | 51.87% |
| Tank ships | 68 | 32.69% | 104 | 32.60% | 0 | 0.00% | 26 | 18.31% | 198 | 29.60% |
| Tank barges | 36 | 17.31% | 72 | 22.57% | 0 | 0.00% | 41 | 28.87% | 149 | 22.27% |
| Escorted movements | 104 | 50.00% | 143 | 44.83% | 0 | 0.00% | 75 | 52.82% | 322 | 48.13% |
| Tank ships | 65 | 31.25% | 88 | 27.59% | 0 | 0.00% | 38 | 26.76% | 191 | 28.55% |
| Tank barges | 39 | 18.75% | 55 | 17.24% | 0 | 0.00% | 37 | 26.06% | 131 | 19.58% |

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2009

San Francisco Bay Region Totals

| | | | <u>2008</u> | |
|--|-------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 425 | | 769 | |
| Barge arrivals to San Francisco Bay | 264 | | 474 | |
| Total Tanker and Barge Arrivals | 689 | | 1,243 | |
| Tank ship movements & escorted barge movements | 2,303 | | 4,045 | |
| Tank ship movements | 1,303 | 56.58% | 2,417 | 59.75% |
| Escorted tank ship movements | 612 | 26.57% | 1,143 | 28.26% |
| Unescorted tank ship movements | 691 | 30.00% | 1,274 | 31.50% |
| Tank barge movements | 1,000 | 43.42% | 1,628 | 40.25% |
| Escorted tank barge movements | 450 | 19.54% | 712 | 17.60% |
| Unescorted tank barge movements | 550 | 23.88% | 916 | 22.65% |

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 5 4

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 1,386 | | 2,191 | | 0 | | 1,023 | | 4,600 | |
| Unescorted movements | 683 | 49.28% | 1,179 | 53.81% | 0 | 0.00% | 513 | 50.15% | 2,375 | 51.63% |
| Tank ships | 448 | 32.32% | 685 | 31.26% | 0 | 0.00% | 232 | 22.68% | 1,365 | 29.67% |
| Tank barges | 235 | 16.96% | 494 | 22.55% | 0 | 0.00% | 281 | 27.47% | 1,010 | 21.96% |
| Escorted movements | 703 | 50.72% | 1,012 | 46.19% | 0 | 0.00% | 510 | 49.85% | 2,225 | 48.37% |
| Tank ships | 410 | 29.58% | 593 | 27.07% | 0 | 0.00% | 243 | 23.75% | 1,246 | 27.09% |
| Tank barges | 293 | 21.14% | 419 | 19.12% | 0 | 0.00% | 267 | 26.10% | 979 | 21.28% |

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|-------------------|-----------------|-----------------------|---------------------------|
| JUNE 1 - 30, 2008 | 257 | 135 | 52.53 |
| JUNE 1 - 30, 2009 | 228 | 118 | 51.75 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|-------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| JUNE 1 - 30, 2008 | 14,785,000 | | 20,218,935 | 14,087,323 | 34,306,258 |
| JUNE 1 - 30, 2009 | 10,826,000 | 0 | 18,933,185 | 8,275,626 | 27,208,811 |

OIL SPILL TOTAL

| | Terminal | Vessel | Facility | Total | Gallons Spilled |
|-------------------|----------|--------|----------|-------|------------------|
| JUNE 1 - 30, 2008 | 0 | 0 | 0 | 0 | 0 |
| JUNE 1 - 30, 2009 | 1 | 0 | 0 | 1 | Other / 1 gallon |

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

June 28, 2009

Stephan Chesser, Dredging Program Manager
U.S. Army Corps of Engineers, San Francisco District
1455 Market Street
San Francisco, CA 94103-1398

RE: Dredging of Bulls Head Channel Shoal

Dear Mr. Chesser,

On behalf of the Harbor Safety Committee of the San Francisco Bay Area, I wish to complement you on the timely dredging of the Bulls Head Channel shoal. The maritime community is greatly appreciative of your extra efforts to respond to concerns about the shoaling and institute emergency dredging. Many oil tankers and chemical tankers navigate this critical area.

The Committee is most appreciative of the high level of cooperation exhibited by the Corps of Engineers San Francisco District with the Harbor Safety Committee.

Sincerely,

Joan L. Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region

Cc: Harbor Safety Committee
Lt. Colonel Laurence Farrell, Corps of Engineers
Captain Pete McIsaac, San Francisco Bar Pilots

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
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